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HOUSE aviation subcommittee will hold an oversight hearing the second week of May on the current FAA structure and an FAA reform hearing in June. Key Republican members of the subcommittee have been attempting to delay the hearings on FAA independence to allow DOT to develop its own plan.

AEROSPATIALE and Mooney Aircraft Corp., which are developing the TBM700 single-engine turboprop, have received orders for the first 30 aircraft. The No. 2 prototype is expected to begin flying about June 1 and No. 3 is expected to start flying in July. Certification is still planned in the first quarter of 1990. Plans call for production of about 25 TBM700s in the 12 months ended in June of 1991, but officials hope to achieve a production rate of 60-72 per year within three years after deliveries commence.

MANUFACTURERS of business and personal aircraft delivered 385 new aircraft in the first three months of 1989, the best first quarter for the industry since 1985. BA's compilation of first quarter deliveries, by manufacturer and model, appears on Page 133.

ENPLANEMENT FORMULA for distribution of AIP funding should be "given far less weight in favor of an overall approach to ensure AIP dollars are distributed according to priority of national need," the Aircraft Owners and Pilots Association said last week. AOPA said of 2,207 pending project applications, 750, seeking $2.4 billion, "can be legitimately classified as among the nation's most critical airport capacity requirements...this large amount in backlogged priority needs illustrates our point that allocating half of the available AIP dollars on the basis of enplanements is not the best way to ensure that our most critical airport needs are met," the group told the House appropriations transportation subcommittee.

PORSCHE ABANDONING AVIATION RETROFIT MARKET, SELLING FBO

Porsche Aviation Products, Inc. (PAPI) has abandoned efforts to retrofit existing aircraft with its PFM 3200 engine although the company will continue to supply original equipment manufacturers with the powerplant, according to Frederick J. Schwab, PAPI president. The company, which has been headquartered in Galesburg, Ill., announced that its "operations would be reduced and moved to Reno, Nev. where PAPI's parent company, Porsche Cars North America is located."

PAPI has spent "close to seven figures," Schwab said, on programs aimed at certificating installation of the PFM 3200 in Cessna 172 and 182 aircraft. Certification program for retrofitting the 182 has been halted, Schwab said. Retrofit of the engine in the 172 was previously certificated by both West German and FAA officials. That program has produced one prototype aircraft and one production unit. Schwab said there has been no decision on whether to sell the certificate but he said Porsche had no interest in pursuing the retrofit market. "We're a car company," Schwab said.

Schwab said Porsche will continue to provide engines for OEMs "to the extent that makes sense." The most widely recognized aviation user of the engine is Mooney Aircraft Corp., which has delivered a total of 40 PFM-powered Mooneys. Schwab expressed some misgivings about that program, however, noting that "we've delivered 40 engines (to Mooney) and we've been paid for 20."

Bob Kromer, general manager of Mooney, told BA that Porsche has actually delivered 60 PFM

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 89	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	4	4
TB-10	Tobago	2	2
TB-20	Trinidad	13	13
TB-21	Trinidad TC	1	1
TOTAL		20	20
BEECH AIRCRAFT CORP.			
• Single-Engine			
BF-F33A	Bonanza	28	28
BF-A36	Bonanza	16	16
BF-36TC	Bonanza	2	2
• Multi-Engine			
BF-58	Baron	6	6
BF-58P	Baron	0	0
BF-76	Duchess	0	0
BF-C99	Airliner	0	0
BF-C90-1	King Air	5	5
BF-F90-1	King Air	0	0
BF-200	Super King Air	6	6
BF-200C	Super King Air	0	0
BF-200T	Super King Air	0	0
BF-300	Super King Air	5	5
BF-1900C	Commuter	8	8
Beechjet 400		2	2
BF-1300		0	0
TOTAL		78	78
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	5	5
BAe 146-100		0	0
BAe 146-200		5	5
BAe 146-300		2	2
HS-125 Model A		4	4
HS-125 Model B		4	4
TOTAL		20	20
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	1
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		1	1
CANADAIR			
• Multi-Engine			
CL-6013A		3	3
TOTAL		3	3
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	4	4
CE-208B	Caravan IB	13	13
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-406	Caravan II	3	3
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	6	6
CE-S550	Citation S/II	1	1
CE-650	Citation III	5	5
TOTAL		32	32
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	3	3
AD-My.20	Falcon	1	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	3	3
AD-My.900	Falcon	3	3
TOTAL		10	10
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8	Dash 8	14	14
TOTAL		14	14
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	4	4
EMB-711ST	Corison II	6	6
EMB-712	Tupi	1	1
EMB-720	Minuano	4	4
• Multi-Engine			
EMB-110	Bandierante	0	0
EMB-120	Brasilia	11	11
EMB-121	Xingu	0	0
EMB-810D	Seneca II	7	7
EMB-820		0	0
EMB-821	Carajah	2	2
TOTAL		35	35
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		4	4
Expediter		0	0
TOTAL		4	4
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-115A	Gulfstream III	0	0
G-IV	Gulfstream IV	7	7
TOTAL		7	7
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	0	0
1124A	Westwind 2	0	0
1125	Astra	1	1
TOTAL		1	1
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	6	6
TOTAL		6	6
LEARJET CORP.			
• Multi-Engine			
LR-31		1	1
LR-35A		0	0
LR-36A		0	0
LR-55B		0	0
LR-55C		1	1
TOTAL		2	2
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	1	1
M-6-235		1	1
MX-7-180	Lunar Rocket	3	3
M7-235	Super Rocket	2	2
MX-7-235		2	2
TOTAL		9	9
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	9	9
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	4	4
M-20L	PFM	1	1
TOTAL		14	14

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		1st Quarter 89	Cal. Year
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	13	13
PA-28-161	Warrior	4	4
PA-28-161	Cadet	65	65
PA-28-181	Archer II	8	8
PA-28-236	Dakota	2	2
PA-28R-201	Arrow IV	3	3
PA-28RT-201T	Turbo Arrow IV	1	1
PA-32-301	Saratoga	4	4
PA-32R-301	Saratoga SP	2	2
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	1	1
PA-46-350P	Mirage	11	11
• Multi-Engine			
PA-34-220T	Seneca III	12	12
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	
PA-42-720	Cheyenne III	0	
PA-42-720	Cheyenne IIIA	1	
PA-42-1000	Cheyenne 400LS	2	
TOTAL		129	129
SHORT BROTHERS			
• Multi-Engine			
SD-3-30		*	*
SD-3-60		*	*
TOTAL		*	*
	SINGLE-ENGINE	241	241
	MULTI-ENGINE	144	144
	GRAND TOTAL	385	385

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1989	1988	1987	1989	1988	1987
Aerospatiale	20	7	31	20	7	31
Beech	78	82	52	78	82	52
British Aerospace	20	19	15	20	19	15
Britten-Norman	1	2	10	1	2	10
Canadair	3	5	2	3	5	2
Cessna	32	33	50	32	33	50
Dassault	10	11	7	10	11	7
DeHavilland	14	6	5	14	6	5
Embraer	35	10	20	35	10	20
Fairchild	4	3	5	4	3	5
Gulfstream	7	12	6	7	12	6
Israel	1	*	0	1	*	0
Lake	6	9	2	6	9	2
Learjet	2	6	1	2	6	1
Maule Air	9	15	21	9	15	21
Mooney	14	35	33	14	35	33
Piper	129	65	49	129	65	49
Shorts	*	5	1	*	5	1
TOTAL	385	325	310	385	325	310

* Figures not available